



THE CHRONICLE

Published for the employees of Space and Naval Warfare Systems Center Charleston



NISE East — now SPAWAR Systems Center Charleston!

We've gone from Naval Command, Control and Ocean Surveillance Center, In-Service Engineering, East Coast Division (NISE East), to an all encompassing Space and Naval Warfare (SPAWAR) Systems Center Charleston.

We've moved into a new building and our name has changed, but our commitment to excellence remains the same.

January/February 1998

Employees move into new engineering center

By Lynda Silvers
Chronicle Editor

On Monday morning, Aug. 4, a brief flag-raising ceremony marked the move of NISE East's headquarters (now SPAWAR Systems Center Charleston) to the newly constructed engineering center at Charleston Naval Weapons Station Southside.

Construction of the Navy's first custom-designed C4ISR (command, control, communication, computers and intelligence, surveillance and reconnaissance) engineering center began in Oct. 1994. In Aug. 1995, the building was dedicated in honor of U.S. Senator Fritz Hollings.

Employees located in various leased buildings in the Charleston area, and those at the detachments in Norfolk, Va., and St. Inigoes, Md., began moving into the 256,000-square foot building in May. By the end of September, the center housed approximately 900 of NISE East's 1,300 employees, and will serve as the focal point for serving DoD and other government customers well into the 21st century.

A massive, impressive building, it includes an integrated product center which combines all the elements of C4I, an electronic boardroom complete with 22 recessed computer screens, a briefing theatre, and modern office and lab spaces, to name a few. Although the building is the size of five and a half football fields, it is hoped that a sense of isolation of departments will diminish as people travel through the building. The atrium just beyond the entryway, open to the roof, is light and airy, designed to bring people together for short breaks and casual con-



Capt. Polkowsky, along with other NISE East military members, salute as the American flag is raised for the first time in front of the new engineering center.

versations. Recognizing that people are our most important asset, other amenities are also included for the health and welfare of those working in the building — a cafeteria, a fitness center, a multi-purpose recreational court, and a walking/jogging path.

The official ribbon-cutting and opening ceremony was Jan. 6. (See story on next page)



Secretary of the Navy John Dalton(left), Senator Fritz Hollings, Rear Adm. George F. A. Wagner, and Capt. Ronald Polkowsky cut the ribbon officially opening SPAWAR Systems Center Charleston's new engineering center.

The Navy 'opens' first custom-designed C4ISR facility

*By Lynda Silvers
Chronicle Editor*

The light rain didn't dampen spirits as more than 700 people — employees, state and community leaders, contractors, retirees, and other invited guests — gathered to witness the ribbon cutting ceremony for the new engineering center on Jan. 6. Located on the Charleston Naval Weapons Station Southside complex, the 256,000-square-foot building is now home to SPAWAR Systems Center Charleston.

This event was remarkable for several reasons: Accomplishment of the 1993 BRAC direction to consolidate the four East Coast engineering activities; the completion of the Navy's first custom-designed C4ISR facility; and fantastic opportunities for increased synergy and efficiency through the collocation of our people and through SPAWAR's world-wide teamwork.

Capt. Ronald L. Polkowsky, SPAWAR Systems Center Charleston commanding officer, said in his opening remarks, "Our Navy today depends on the flow of information to enable the knowledge for our deployed commanders to be able to make decisions to win. Together, with each other and working together with our teammates across the SPAWAR command, we deliver today's state-of-the-art electronic systems and information solutions to the warfighter."

In his remarks, Rear Adm. George F. A. Wagner, Commander, SPAWAR, said, "What you see here today is more than just a new building, it's a reflection of what's transpired during this decade as we adjusted to the changing world order. We consolidated functions, fo-



AZC Bret Wilson, SPAWAR, sings "God Bless the USA."

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Capt. Polkowsky, Rear Adm. Wagner, Secretary Dalton, Mrs. Hollings, and Senator Hollings join forces to cut the cake — a replica of the new engineering center.

cused our efforts, reduced staff, and eliminated unnecessary activities to cut the cost of doing business. What you see here is the headquarters of the single command that replaced four commands previously scattered along the East Coast. This is the command charged with providing responsive engineering and fleet support to the entire Atlantic Fleet in the C4I area. And it does that very well.”

As the first facility of its kind and magnitude, the new engineering center has received worldwide recognition. Secretary of the Navy John Dalton said, “This building is representative of so much that is right with our Navy’s vision today — focused on quality, people, and a commitment to being at the forefront of technology. In fact, so much goes into these facilities now, we do not just call them buildings anymore, we call them ‘facilities’.”

U.S. Senator Fritz Hollings, D-S.C., in whose honor the building was named, is a long-time supporter of the Navy in Charleston and personally aided in bringing the center here. He recounted how he persuaded the BRAC Commission to consolidate the engineering centers in Charleston. “This is the most talented group we have working in our nation’s defense,” Hollings said.

Another highlight of the day was the introduction of the command’s Integrated Products Center (IPC), which uses the entire command’s talents and resources to provide C4ISR products. Employees and guests were treated to guided tours throughout the day demonstrating C4ISR and Team SPAWAR’s

ability to deliver integrated systems by operating in the leading edge network centric engineering environment. As the Navy turns to new and more complex ships and electronic systems, the flexibility of SPAWAR Systems Center Charleston’s facilities provides the freedom to design, integrate, test, and operate state-of-the-art systems in realistic environments.

Cutting-edge C4ISR technology demonstrated

In conjunction with the ribbon cutting ceremony, SPAWAR Systems Center Charleston demonstrated the C4ISR IPC facility to Secretary Dalton, Senator Hollings, and other distinguished guests. The IPC serves as part of SPAWAR Systems Center Charleston’s mission to provide warfighters with cutting-edge C4ISR technology and promotes network-centric warfare.

A virtual engineering environment, the IPC interconnects most SPAWAR labs in Charleston and San Diego into a single virtual lab with ties to other naval, Joint and industry labs, developed to promote synergy and easy integration across multiple product lines.



Distinguished guests are treated to a special demonstration of the C4ISR integrated products center.

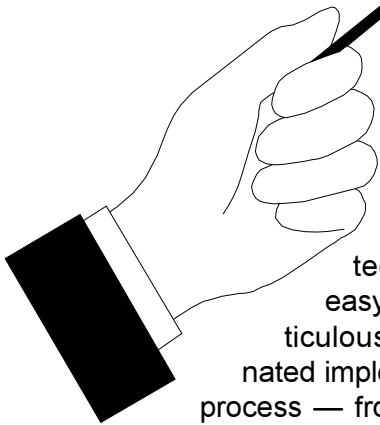
This demonstration proved a greater level of system integration is possible, with greater versatility, earlier prototype testing and faster/cheaper fielding of new technologies and commercial products. This proof-of-concept demonstration also displayed SPAWAR’s ability to conduct platform systems integration and operability testing, architecture/standards validation (IT21), and technology insertion, along with warfighter and industry involvement. It

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Magical service and candy-bars t' boot!

By Rob Ashworth

Corporate Information Management Systems Division, Code 091



Preparing the main engineering center to accommodate our organization's information technology needs was not easy. Detailed preparation, meticulous leadership, and coordinated implementation throughout the process — from initial building plans to operational use — were necessary.

Code 091 network experts analyzed the initial building plans and devised the cable-plant, ensuring an expandable infrastructure with proper connectivity for all. Based on customer needs, careful wiring plans and identification of each drop, or connection point, were developed. As construction continued, Code 0913 network technicians designed and implemented the configuration of the information exchange wiring within the colossal new building. Contemplating the coordinated planning and installation of cabling of this magnitude was staggering. We installed 1,043,660 feet of backbone fiber as well as 39,299 different pairs of copper cable, totaling 5,197,100 feet. Within the building, 33,099 connection jacks were installed for user systemic access.

Before completion of the engineering center, IT Customer Service (Code 0914) and IT Operations (Code 0913) developed a detailed plan to move end-user information systems and communication equipment in the evenings and early mornings. This plan allowed employees to be fully operational throughout the transition period. They could work right up to quitting time on the day before their move into the engineering center, and like magic, report to work the next morning at the engineering center and once again be fully operational.

Transparent cutover of telephone lines was also a technical challenge, but users' telephone numbers were also magically switched to their new cubicle overnight. All the while, the IT Life Cycle Management (LCM) and Telecommunications Management Branch (Code 0912) continued to manage receipt, testing, tracking and billing telecommunications requirements, including a current list of 479 pagers, 372 cellular telephones and 740 calling cards.

IT customer service responds to customer requirements with very little delay — under normal operating circumstances. Code 0914 technicians pulled double-duty handling routine trouble calls and ensuring personnel scheduled to move could work in their old office one day, and have their telephone and workstation ready when they arrived the next day — their first day at the engineering center — with virtually no down time. With 70 percent of the customer service workforce diverted to conducting moves, trouble call response did slow as technicians in the field became overburdened with tracking calls.

During July and August, Murphy's law set in as routine calls each month escalated from 1,000 to 1,600. Calls were prioritized. Software and hardware upgrades were given the lowest priority — they were still functional. Moderate priority was given to those with certain non-critical applications.

But as each person arrived in their new cubicle at the engineering center, they were greeted with a "Welcome" note and a candy bar! A process meticulously coordinated to ensure personnel assigned to move on a particular day were appropriately moved and ready to continue their individual objectives without interruption of service. The customer requirements were met with accommodating service to the best ability of our resources, while steadily deinstalling, moving, and setting up over 1,500 computer systems from leased facilities to our new home.

Today, Code 091 is settling in for a new era of support to our SPAWAR Systems Center Charleston customers, and the emerging challenges of integration into the Defense Industrial Information Management System (DIFMS). In an effort to become a stronger and more flexible support entity, Code 091 management has effected a change to ensure continued training and development of our management team: Nelson Ard is the deputy director (Code 091A); Henry Pinner heads the IT Operations Branch; Ed Garbade leads the staff of IT LCM and Telecommunications Management Branch; David Hirschhorn is the chief engineer; and Joe Weed leads the IT Customer Service personnel.



St. Inigoes detachment closes



A brief ceremony on Sept. 5, 1997, marked the closing of the St. Inigoes detachment. Capt. Polkowsky and Resident Manager-in-Charge Rey Bald turned the key over to Capt. Pat Hovatter, vice commander, Naval Air Warfare Center – Aircraft Div. Unit 6, at Patuxent River, Md. *(pictured left to right)*

The former Naval Electronic Systems Engineering Activity (NESEA) was one of the four engineering activities slated for closure/realignment by the 1993 Base Realignment and Closure (BRAC) Commission.



*Clara Gold celebrates
a golden anniversary
50 years of
government
service*

Shown here with Mark Rodgers, Capt. Polkowsky, and Bill Richardson, Clara is an assistant at our London, England office.



Code 732 supports NATO CHOD Fall Tour '97

By Brenda Getsinger
Multimedia Systems
Engineering Branch, Code
732

The North Atlantic Treaty Organization (NATO) Military Committee, which consists of the Chief Head of Defense (CHOD) from each of the 16-member nations (United States, Canada, Spain, Portugal, Turkey, Belgium, Denmark, France, Germany, Greece, Iceland, Italy, Luxembourg, the Netherlands, Norway, and the United Kingdom), conducted their 1997 Fall Tour during Sept. 9-18.

The CHOD Tour is part of a continuing program of visits to regions in the alliance on a rotating basis. This year Canada and the United States hosted the tour. Chairman of the Joint Chiefs of Staff General John M. Shalikashvili, the U.S. representative on the committee, hosted the U.S. portion.

The NATO representatives toured Canada Sept. 9-12 and the U.S. Sept. 12-18. They were last in the U.S. in 1991 when, hosted by Commander Carrier Group 1, they visited the *USS Midway*. Last year, Spain and Portugal hosted the event.

This year's tour showcased military forces and capabilities available for participation in a national NATO Combined Joint Task Force (CJTF). The selected CJTF scenario comes from



Brenda Getsinger readies for a COD flight from the ship.

Exercise Unified Endeavor 98-2 which is linked to NATO's Strong Resolve '98 exercise. A primary objective of Unified Endeavor was to demonstrate the sea based CJTF concept adopted by the NATO Military Committee in June 1996. The U.S. tour included stops at Nellis Air Force Base, Nev.; the National Training Center at Fort Irwin, Calif.; and the nuclear-powered aircraft carrier *USS Dwight D. Eisenhower* (CVN 69) at sea off the southeast coast of the U.S.

On Sept. 16, the CHODs visited *USS Dwight D. Eisenhower*, sponsored by the Joint Chiefs of Staff, USACOM, and SACLANT, to provide the NATO CHODs with a general orientation of the U.S. naval operations and capabilities. The CHODs watched demonstrations of Amphibious Capability Tactical Training presented by *USS Wasp*, carrier flight qualifications from the deck of *USS Eisenhower*, and participated in a Video Information Exchange System (VIXS) video teleconference (VTC) which highlighted a demonstration of sea based command and control capabilities. Par-



Brenda Getsinger and Capt. G. Brown, commanding officer of the *USS Dwight D. Eisenhower*.

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Our own 'man in green'



What's going on here? Why is Tim Jones (Code 34/092), a clean-cut and tie-wearing professional, wearing military fatigues and looking like a modern-day GI? Because Tim is one of the few SPAWAR Systems Center Charleston employees who actually works on-site with the customer – as if he were one of their own.

Under the professional tutelage of Phil Roberts and Bob von Allmen, Tim has been a staff member of Codes 34 (Intelligence, Surveillance, Reconnaissance, and Navigation Div.) and 092 (Systems Integration Office) since Nov. 1996 with the Joint Communications Support Element (JCSE) – the voice heard around the world, the U.S. Special Operations Command, and the U.S. Central Command (all in Tampa, Fla.). Tim's primary job is business development for SPAWAR Systems Center Charleston.

Tim directly interacts with the forces, joining them on exercises and providing direct technical support while deployed. These exercises provide valuable feedback for better engineering and support services to the deployed units around the world. Special Forces commands now see the value of having the SPAWAR Systems Center Charleston team as their primary engineering solution provider.

Tim came to this command in Sept. 1994 as a field technical representative for the Meteorology and Oceanography Systems Branch (Code 344). He previously spent two years as an equipment specialist with the Naval Oceanographic Office at Stennis Space Center and eight years as an electronics technician in the Navy where he worked with various shore and NATO communications commands.

Navy Charleston helps 29 families during holidays

In an effort to make Christmas a little happier for 29 families, the Navy Family Service Center (FSC), 12 Charleston area naval commands, two civilian families, *USCG Madrona*, *USCG Dallas*, *USCG Rambler*, Coast Guard Auxiliary Wives, Wives Club of America, and Toys for Tots, joined forces to provide gifts for the children and food for their families.

All of the families, referred to FSC from area commands, schools, and the FSC financial counselor, each received a turkey

or a ham with milk, eggs, bread, and canned goods to help during the holidays. This was made possible by everyone's generous donations. A special thanks to SPAWAR Systems Center Charleston for donating toys and 285 pounds of food.

Ten volunteer "elves" reported seeing big smiles as they worked right up until Christmas Eve delivering food and gifts to families in Goose Creek, military housing, North Charleston, Ladson, Hanahan, and Moncks Corner.

Cal lab receives certification through year 2000

By Brad Woode

Head, Metrology Calibration Laboratory, Code 621

The Metrology Calibration laboratory, Code 621 (formerly Code 324), recently passed a stringent calibration capability evaluation conducted by the Fleet Technical Support Center, Atlantic. Code 621 is now fully certified in the following electronic and mechanical measurement areas until the year 2000:

- Mechanical: Pressure/vacuum, temperature/humidity, rotation, optical oxygen on-site, specific gravity, torque, mass, dimensional, gas analysis, force, and freon handling.

- Electronic: Automated meter, RF meter, panel meters, LCL/FECL, RSL AC/DC, manual oscilloscopes, low frequency generators, frequency counters, IFF/TACAN, frequency standards, LCL IF substitution, miscellaneous low frequency, miscellaneous medium frequency, miscellaneous AC/DC, high accuracy AC/DC, phase meter, impedance, RSL impedance, automated oscilloscopes, sampling TDR,

signal generators 0-18 Ghz, signal generators to 1.3 Ghz, signal generators 18-40 Ghz, microwave 0-18 Ghz, waveguide 18 Ghz, waveguide 18-40 Ghz, and limited frequency and power sensors.

The review encompassed an evaluation of the lab's facilities, personnel, equipment, environment, documentation, measurement capabilities, and industrial health and safety – an overall grade of outstanding was received. Code 621's team is justifiably proud of this rating. Few commands compare to SPAWAR Systems Center Charleston's calibration facility – a secret kept far too long.

Do you have instruments that need calibrating, or want further amplification of the lab's capabilities? Want a tour of our facilities?

Give us a call at 803-764-7854. We promise to measure up!

C4ISR demonstration

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Capt. Polkowsky brings the scissors to cut the ribbon officially opening the new engineering center.

showed that SPAWAR systems can be interconnected to represent multi-system sensor-to-shooter relationships just as they will be used in the fleet.

Created from existing SPAWAR labs, the C4ISR integration lab demonstrations showed collaborative engineering between various/disparate sites, architectural development, technology insertion and assimilation, systems of systems integration, and testing.



On Aug. 14, Rear Adm. Stephen Johnson, SPAWAR PD 15, was the featured speaker at the Lowcountry Chapter of Armed Forces Communications and Electronics Association's (AFCEA) monthly luncheon meeting held at Cooper River Landing (our new conference center).

After the meeting, Rear Adm. Johnson was treated to a whirlwind tour of SPAWAR Systems Center Charleston facilities, including our new headquarters building.

Ring Laser Gyro Navigator Land-Based Test Facility critical to support of navigation program

*By Debbie Odell
and Chris George
Alignment and
Inertial Navigation
Systems Branch
(Code 343)*

Naval Sea Systems Command's (Code 91W1) state-of-the-art AN/WSN-7 Ring Laser Gyro Navigator (RLGN) is widely recognized as one of the Navy's most ambitious undertakings, replacing all existing inertial navigation systems by the year 2003.

As the Navy's design agent (DA) and in-service engineering agent (ISEA), SPAWAR Systems Center Charleston's Code 343 is responsible for meeting an aggressive installation schedule (24 per year) of the AN/WSN-7 RLGN in all U.S. aircraft carriers, LHA and LHD amphibious ships, AEGIS surface combatants, *Spruance*-class destroyers, and fast attack submarines.

John Carvil, Code 343 branch head, recently explained how the RLGN Land-Based Test Facility (LBTF) is critical to meeting this installation schedule and ensuring the continued success of the AN/WSN-7 program.

The RLGN LBTF, planned by NAVSEA 91W1, supports the program's land-based test requirements, streamlines the installation process, and ensures the RLGN program maintains a laboratory resource for engineering in-

vestigations and life-cycle support. Located adjacent to Code 343 office spaces at the Little Creek Amphibious Base, the RLGN LBTF is a 2,000-square foot laboratory designed to perform complete RLGN operation, performance, and integration testing. RLGN LBTF capabilities are further augmented by a staff trained to provide full Integrated Logistics Support (ILS).

Code 343 engineers and technicians, with assistance from a team of highly specialized support contractors, are responsible for accomplishing all phases of this project – from conceptual design and specification development to operation and management of the activated facility. Mr. Carvil noted the tight deadlines associated with this project and commended the staff's dedicated efforts.

While the RLGN LBTF is multi-functional, it currently supports RLGN ship-

board installations to eliminate costly and time-consuming problems during actual system installation. Mr. Carvil explained that each AN/WSN-7 unit is delivered from the manufacturer to the LBTF, where it undergoes hull-specific system configuration and test – an essential step for the AN/WSN-7 to function as expected. LBTF personnel access system interface requirements and consult Installation Control Drawings and Ship Installation Drawings to calculate required system modifications. Additionally, the LBTF staff performs required AN/WSN-7 system reconfiguration resulting from user interface upgrades or modifications.

Following system configuration, each AN/WSN-7 undergoes testing to ensure it meets fleet operational requirements and has no manufactured defects. The LBTF is configured to realistically simulate the shipboard operating environment. Code 343 designed precision-mounted steel bed plates for the optical alignment of installed AN/WSN-7s and heavy duty hoists for system installation and deinstallation — a feature which enables two people to install the 600-lb. AN/WSN-7 system.

Comprehensive 14-day operational and performance tests, conducted with established procedures, ensure each AN/WSN-7 meets design and performance specifications — a critical step when ship schedules often only allow an abbreviated performance test. LBTF personnel also conduct on-line and off-line system testing, check all input/output interfaces, and perform circuit card testing.

Because the AN/WSN-7 is a new system, John stressed that another important function of the LBTF is the collection of AN/WSN-7 operational data necessary for developing a performance history for each system. Data collected for each system supports: the generation of system trouble reports when re-

quired; RLGN performance archives; and the maintenance of RLGN reliability, maintainability, and availability databases.

The LBTS includes: an AN/WRN-6 global positioning system (GPS); a complete aircraft inertial alignment system suite; an IP-1747 control display unit (CDU); an IP-1746 secondary CDU, a remote control display unit; and a versa module Eurocard input/output unit which tests all NTDS interfaces. Code 343 designed a GPS multiplexer switching matrix which enables the transmission of GPS data to multiple AN/WSN-7s, and a synchro signal analyzer to check ship's velocity and attitude (heading, roll and pitch) data. Software development includes a CDU test program enabling communication between the CDU and AN/WSN-7 – integral to the AN/WSN-7 integration testing at the LBTF.

In addition to the testing described above, installation kits accompany each AN/WSN-7 unit and assistance with installation schedules ensures timely delivery to the cognizant shipyard or installing activity. Code 343 also develops and maintains pre-arrival shipyard inspection procedure — maximizing trouble-free system installations and substantially reducing installation time and costs. Initial estimates project services offered by the LBTF can save approximately 72 work days per installation.

The AN/WSN-7 is vital to shipboard operations and overall mission readiness. As the new system becomes implemented more widely throughout the fleet, the RLGN LBTF continues to play an important role in supporting all DA and ISEA functions. It is anticipated that resultant savings to the fleet, realized by utilization of the LBTF, will continue throughout the life cycle of the AN/WSN-7.

If you have questions concerning the RLGN LBTS or would like additional information, call John at (757) 464-7750, ext. 204 (commercial) or via e-mail at carvil@spawar.navy.mil.

Did you know. . .

When you dial an outside commercial number from a SPAWAR Systems Center Charleston telephone, that person's call-back or caller ID feature records the number 803-744-0166. If the individual returns the call, our switchboard operator answers. And you know the scenerio, "Did someone from this number call me?" The operator has no way of knowing who placed the call.

Please do not just hang up if you have dialed the wrong number. If possible, leave a message with your telephone number.

Code 741



Frank Mazzone, head of the Marine Corps Security Branch, shows world-wide sites where code 741 has responsibilities. Frank is a certified professional of the American Society for Industrial Security and has been a guest speaker at various national security seminars, including an Access Control and Security Systems Integration conference in Atlanta, Ga.

Have *no fear* – the Marine Corps Security Branch is here!

By Lynda Silvers
Chronicle Editor



Although they handle the physical security challenges for federal agencies worldwide, the Marine Corps is the biggest customer of the Marine Corps Security Branch (Code 741) – hence, their name. “We have provided more than \$40 million in services, equipment, and support to the Marine Corps over the past ten years,” said Frank Mazzone, head of Code 741.

These folks provide quality engineering, design, installation, and life-cycle support — training, maintenance, depot-level repair, and spare parts inventory — of electronic sensor systems to 28 Marine Corps bases, the Navy, and other federal government agencies. The systems comprise interior and exterior sensors, access control devices, video surveillance equipment, command and control subsystems, and data acquisition, providing optimum protection for personnel, assets and facilities.

Staff Sgt. James Knickerbocker, SSC Charleston's only on-site Marine, provides an active-duty Marine's point of view to ensure efforts are focused on meeting the "real" needs of the Marine Corps.

"We will soon be the central depository for all Marine Corps law enforcement incident reports," Mazzone said. The 1988 crime bill mandated a national incident based reporting system (NIBRS). A lengthy paper trail now exists from generation of an incident report until its closure — sometimes days or months, even decades of documentation for a single event. Consequently, the Marine Corps decided to automate this system with a central collection point.

In addition to the NIBRS effort, Code 741's software engineering team is testing a DoD multi-technology automated reader card (or "smart card," as it is commonly called) for various applications in the Marine Corps, including its use with biometrics (e.g.,

fingerprints) for high security access control. The smart card looks like a regular credit card, but it contains a tiny computer on a single silicon chip with a sophisticated data management and protection system.

Over 50,000 military personnel in Hawaii now have smart cards containing a vast amount of information about the individual holder. Not only does the card improve security, but it also eliminates a great deal of paperwork, reduces stress, and saves money and time. "This smart card will significantly reduce the cost of the DoD administrative infrastructure," said Steve Kirchner, a software engineer assigned to this project.



Software Engineering Team: Edwin Butler, Herman Schoob, Steven Kirchner, Staff Sgt. James Knickerbocker and Mary Sue Andrews (team leader) stand in front of a prototype of the "smart card" data collection depository.



East Coast Team: Alicia Hilton (team leader), Jay Walker, and Jerry Suggs check out a camera surveillance system. They designed, procured and installed wireless systems which cover a 60-mile area and transport data and voice between three camps, reducing the Marines' trenching costs.



West Coast Team: Scott Sherman (team leader), Steven Leya, and Allen Smith discuss arms, ammunition and explosives at Camp Pendleton and the protection of flight line assets — planes, people, hangars, and runways.

Mary Sue Andrews, Code 741's software engineering team leader, said, "We are trying to find ways to improve quality of life, speed up information processing and increase accuracy." Staff Sgt. James Knickerbocker, SPAWAR Systems Center Charleston's only on-site Marine, provides an active-duty Marine's point of view to ensure efforts are focused on meeting the "real" needs of the Marine Corps. In addition, he conducts smart card and data collection systems training at Marine Corps bases for electronic collection at SPAWAR Systems Center Charleston.

There are also an East Coast team and a West Coast team within this branch. Actually, more appropriate names would be eastern *world* and western *world* teams because they divide the entire world in their responsibilities—from east of the Mississippi River to Saudi Arabia, and west to Japan. "Each of these two teams has at least 40 projects going at any one time," Mazzone said.

The 1995 BRAC decision converted Naval Air Station Miramar to a Marine Corps air station. Code 741's Miramar team is instrumental in moving the Navy out and the Marines in. They are responsible for designing the fiber optic network and installation of the base-wide security and fire reporting system over four years. The design of the system includes: solar power; 23 GHz microwave link for video, voice, and data; access control; video motion detection; and other state-of-the-art security technologies. By incorporating fire alarm reporting into their base-wide system, this team is instrumental in the creation of a central consolidated dispatch panel, built for the 21st century, from which all dispatchers — police, fire and medical emergency — can work.

If you have any questions regarding the electronic portion of physical security, Code 741 is where to go for answers. They manage electronic sensor systems and are a life-cycle management group — total support for installed systems including configuration management, logistics support, spare parts provisions and repairs. Additionally, Code 741 offers specific training in system administration, trouble-shooting, and repair.

For all your physical security needs, call 803-974-5411.



Life-Cycle Management Team: Paula Miller (team leader), Mike Stanley, and Stiles Mikell. With the help of the folks in the Fire Control and Security System Section of the Engineering Support Facility (Code 6221), this team answers a help desk 24 hours a day, seven days a week. They're there to the rescue when problems of a physical security nature occur. (Not pictured, Kathy Schlechta and Vivian Gregory)



Miramar Team: John Thompson (team leader), Bill Escoffier, Pete Stabovitz, and Eddie Beasley demonstrate the fire alarm panel which will be used for training dispatch operators.



Special Projects Group: David Peebles (team leader), David Wyatt, and Mike Burkart have been involved in electronic security tasks for the Navy, Marine Corps, and other federal agencies, including the Social Security Administration and Border Patrol.

Leave 'upgrades' to the pros

By Rob Ashworth,
Corporate Information Management Systems Division, Code 091

Imagine your spouse or teenager decides to implement a change to the family car. Hard-earned cash is invested in a 500-watt amplifier so music can be heard at just the right decibel level. The electronic store offered free professional installation but could not do it right away. Translation: "I'll do it myself, how hard can it be?" However, after the circuit breaker trips on each attempt to test the new system, a light bulb glows overhead which springs the intrepid *technician* into action: "Bypass the fuse box!" The resulting overload to the electrical system is expensive to repair, and waiting for the vehicle to be repaired creates a strain on the family's regular operations and on family ties. Rental car charges eliminate plans of a summer vacation.

The above situation can occur when proper configuration management is bypassed. If not controlled, the potential of this scenario is akin to a possible occurrence in an information technology environment. Control is normally instituted by respect of property and following standard practices. Installation of software or modification to hardware suites to aid in job performance is vital to the progression of our command; however, it is secondary to the continued operating capability of existing systems. To understand the potential impact of these modifications, such upgrades must be tested in a controlled environment similar to, but separate from, that of our operating production network. Therefore, SPAWAR Systems Center Charleston developed a group to maintain the administrative business network for the technical codes, including all upgrades to all components that communicate with this network.

The Information Technology (IT) Management Policy (dated Jan. 23, 1996) mandated that all modifications to our administrative network, including desktop software upgrades, be performed only by Code 091 personnel. Funded primarily by overhead, Code 091 provides IT services to the entire command.

Code 0911, the IT Design and Integration Branch, evaluates and tests current and future technology

for implementation in the command's IT infrastructure, ensuring effective modifications and/or upgrades, through research and integration testing prior to release to an operational user environment. Additionally, Code 0911 is responsible for technical coordination of system integration direction from higher echelons, and for providing design, test, certification and integration for information processing and communication systems under the purview of the corporate information officer.

Code 0912, the IT Life Cycle Management (LCM) and Telecommunications Management Branch, provides technical support to users in the development of LCM procurement documentation. They track IT procurements, verifying LCM issues for compliance. Code 0912 coordinates the acquisition, administration, maintenance, and billing of cellular and paging devices. Additionally, they coordinate all division-level security concerns, the IT budget, and administration.

Code 0913, the IT Operations Branch, is responsible for the day-to-day operations of the command's Management Information System (MIS), the Local and Wide Area Networks (LAN and WAN) for all SPAWAR Systems Center Charleston users, and technical support to the command's telephone system. They also assist SPAWAR with implementation of new or upgraded systems.

Code 0914 is the cornerstone of our direct customer support. Aptly named the IT Customer Service Branch, these people provide first-line aid to our customers. Code 0914 coordinates IT customer service help desk functions and ensures requested support is initiated. They also provide desktop computer and network printer support services, including software upgrades and desktop hardware configuration modifications.

As we look to the future, Code 091 is the resource for our desktop and administrative network needs. For assistance in Charleston, call the help desk at 974-4221; in Norfolk, call 485-6422 extension 444; and Patuxent River, call 862-8705.

A race fan's 'MODEL' hobby

By John Knight
Security Officer

Do you like speed? And racing, as well?

If you do, then I have just the hobby for you. You have probably heard of *model* radio-controlled air plane and car racing. However, I want to introduce you to the world of *model* boat racing with speeds up to 100 miles per hour. Yes, 100 mph. That is not a misprint.

When I was a young boy growing up in the Norfolk, Va., area, my father took our family to the unlimited hydroplane races on the Elizabeth River. From then on, I have had a strong affinity to boat racing.

In the summer of 1991, at the former NAVELEX Portsmouth, I passed the office of **Mark Williams** (currently an employee of Code 0914 in Portsmouth). It was lunch time, and Mark was showing his model boat to some coworkers. It immediately caught my eye, and within a few weeks I bought one of Mark's boats and began my model boat racing career.

You're probably skeptical as to the speed I claim, but it's true. These boats vary in size from 26 inches to almost 4 feet. They use very special fuels, engines and

hulls. Most are nitromethane (supercharged) fueled, generating extremely fast speeds.

The boat classes are divided into two hull categories: Monohulls (a deep vee with a single surface in the water); and hydroplanes (essentially anything other than a monohull, with more than one surface in the water).

There are generally three types of hydroplanes which are faster than the monohulls — the *tunnel* hull (basically two surfaces which capture air under the hull and lift it mostly out of the water, using almost exclusively outboard engines); the *catamaran* (a modified tun-



John Knight sits by the fountain in front of the new engineering center and shows two of his remote controlled boats which he races.

nel, also two surface, but using in-board engines); and the *outrigger*, the fastest hull in the world, which rides on top of the water rather than in the water (a design with a center fuselage, using sponsons outriggered from the hull for balance).

The physical force needed to overcome the drag of the water, coupled with engine horsepower and torque, determines speed. With the proper horsepower and hydrodynamics, the boat with the least hull in the water theoretically will go faster. The challenge is to get the fastest speed by using a good combination of hull design, fuel, engine horsepower, and propeller — all working in concert with each other to maximize speed.

The nitro engines are generally in four sizes of boats: 20 class (3.5CC or .21 CI); 40 class (7.5CC or .45/46 CI); 60 class (11CC or .67 CI); and the F or unlimited class (13CC or .80/. 90 CI).

I personally run a 20 and 40 hydroplane outrigger (made in Florida) known as the *Roadrunner*. This is the fastest, and most expensive, outrigger boat made. As you may have guessed, I love speed. I also have a 20-tunnel boat with an outboard, but am not currently racing that boat. My 20 will go about 62 mph, and my 40 will go 75. These engines generate between 25,000 to 40,000 RPM and are two stroke. You stand on the shore and control the boat at a distance.

The F, or unlimited class, can run anything, including multiple engines. I know of F hydros with two engines that can go in excess of 95 mph in oval



Above, a race in progress with John's boat in the lead.

racing, with over 100 mph on the straightaways. They can do a lap in less than nine seconds. Those races are over in a hurry! Both the monohull and hydroplane have a class of gasoline powered boats, but are slower, topping out at about 50 mph.

The radios which control the boats can be as exotic as the boats themselves. Many are AM, some are FM, and others are pulse controlled modulated (PCM), which is essentially encrypted. The cost escalates from \$75 for the AMs to \$400 and up for the PCMs. Each radio has an assigned frequency, with only one racer per frequency, per race, running a boat. Two transmitters on the same frequency cancel each other, leaving the boat on its own to crash. That's what happened to me at a recent major out-of-town race — at least, I think it did. I lost radio control, and my 40 crashed into the bank about 60 mph, taking out the engine bearings, but suffering no hull damage. I replaced the engine and the radio, but it happened again. This time at 75 mph. It slammed into the bank, damaged the hull, and the engine continued to run at about 35,000 RPM, essentially melting the cylinder head (these engines are water-cooled and the boat was out of the water) Ouch! What a helpless feeling. I was up until 3 a.m. the next morning piecing together the engine and the hull, and replacing the entire radio system again. Dedication or craziness? You decide.

The race course, a 1/6th of a mile oval, is set in a large lake or pond with six buoys. Three buoys are on each end, with one being a point buoy and the other two, turn buoys. A large clock floats inside the race course. From the clock to a set point on the shore immediately in front of the drivers, is the start and finish line. The race begins in a rather unique



John holds one of his racing trophies, and points to the many award plaques which he proudly displays on his office wall.

Continued on page 21

Thank you.

Rod Knapp and Dion Martin

Mr. Knapp and Mr. Martin support Navy-wide video teleconferencing via the SPAWAR Systems Center Charleston technical assistance center. Among their tasks are the VTC help desk (which provides over-the-phone assistance on VTC related issues), maintenance of the VIXS and other VTC networks, pre-installation equipment and systems testing, and support of final acceptance testing during SOVTs. Some of their recent efforts include the following:

When NCTAMS Hampton Roads personnel were experiencing network problems while establishing a VTC involving *USS Kearsarge* operating off the coast of Africa, Mr. Knapp was able to remotely diagnose the problem and then assist NCTAMS MED Naples personnel in performing corrective action on the T1 phone link connecting the two sites. When weekly VIXS dial-up maintenance testing revealed calls could not be connected over the FTS-2000 ISDN PRI line at NCTAMS Hampton Roads, Mr. Martin coordinated repair efforts with NCTAMS personnel and AT&T to replace the defective equipment and restore full operation.

When the weekly C⁴I Admiral's brief VTC was extended to include personnel on board the *USS George Washington*, they responded by connecting the ship (on the VIXS network) to the SPAWAR Systems Center Charleston corporate VTC conference (on commercial ISDN) involving personnel at SPAWAR, SPAWAR Systems Center San Diego, SPAWAR Systems Center Charleston, SPAWAR Systems Center Charleston Det St. Julians Creek and our office in Mayport, Fla.

When SPAWAR Systems Center Charleston hosted a Chamber of Commerce briefing, they helped arrange a similar VTC to allow personnel on the *USS Mt. Whitney* to participate. And when late delivery of equipment threatened to impact scheduled VIXS installations on the *USS Nimitz* and *USS Peleliu*, they responded with a rapid turn around to inventory, assemble, test, and turn over the systems to the installer for shipment to the job site.

The above examples are typical of the day-to-day support provided to the fleet on a routine basis and with little or no notice by those not directly involved. Thanks to both of you for your continuing positive and proactive efforts in support of Navy VTC.

—Bob Fleming
Code 732

Thank you.

Charleston's Security Guards

I'd like to take this opportunity to thank security officers Mullett, Nesbitt, and King for their decisive thinking and fast actions in response to an emergency prior to our move from building 4600. Also, thanks to codes 091, 0A1, 0A3 and 0F personnel for responding during non-working hours, securing all ADP/communications/electrical equipment, and avoiding further damage.

On Saturday, July 19, 1997, at approximately 5 o'clock, officer Mullett smelled smoke in the North wing of bldg. 4600 while on roving patrol. She radioed the information to officer Nesbitt located at the front desk that all power and phones were lost. Using UHF radios, officer Nesbitt relayed to officer King, located in the new engineering building (3147), requesting telephone assistance to contact the fire department, NISE East duty officer, company supervisor, and NISE East pertinent personnel be contacted immediately to avoid damage to the building, and equipment. Upon arrival, they discovered a transformer, exterior to the building, had shorted, single phasing the power to multiple buildings in the area, resulting in the air handler and air conditioner compressor motors to overheating and burning out.

These decisive actions were commendable, and reflect admirably upon your company (Carolina Patrol) and the quality of its personnel. Well done!

— Ron Alley
SPAWAR Systems Center Charleston Duty Officer
1-800-SKY-PAGE-188-2911

Thank you.

Corporate Information (Code 0A6)

I recently worked with the folks in code 0A6 (formerly 0B1) during the SPAWAR Industry Partnership conference held at Cooper River Landing, our new conference center in bldg. 3112, and I want to say how much I thoroughly enjoyed working with such a great group of team oriented individuals. We worked hard, but we had a great time, and everything went so smooth. I look forward to working with you again in the future.

— Cindy Simonin
Corporate Learning, Code 0AM

Congratulations are in order...

Paul Snyderwine (Code 62), with a 4.0 grade-point average, earned an associates degree in electronics engineering technology from Trident Technical College.

Larry Welcher (Code 0A7) earned an associates degree in computer science from Limestone College in December.

Pat Ancrum (Code 1115) recently earned a BS degree in business administration from Limestone College.

Congratulations to each of these folks who pursue excellence and continue their education.

Our congratulations are also in order for **Mike McBeth** (Code 50Y2) who was recently selected to chair the Hampton Roads Section of the IEEE. Capt. James Hoffman (Code 50) said in his letter to McBeth, "This acknowledges your technical expertise, proactiveness and high level of personal energy. This reflects very proactively on the SPAWAR organization. We are proud of your accomplishment."

Dave Priester (Code 322) and wife Laurie are the proud parents of another set of twin boys – Brandon David and Blake Samuel were born Oct. 20 and weighed in at 8 and 9 pounds, respectively. They join twin brothers Caleb and Justin.

Ken Moyer (Code 521) and wife Marie proudly announce the birth of their son Austin Carleton born Jan. 10. He weighed 6 lbs. 9 oz.

John Jeffries (Code 1117) and **Glenn Jeffries** (Code 0A) proudly announce the birth of their daughter Elisabeth Auburn, born Sept. 8. Auburn weighed 7 lbs. 1 oz.

Promotions **Moving UP the corporate ladder**

Congratulations to the following individuals who have recently earned promotions:

Francis Allston (Code 50), DP-855-III to DP-855-IV; **Clifton Atkinson** (Code 132), DA-1103-II to DA-1103-III; **Doug Barnett** (Code 714), DP-855-II to DP-855-III; **David Bates** (Code 511), DP-855-I to DP-855-II; **James Bishop** (Code 633), DT-0856-II to DT-0856-III; **Patricia Breazele** (Code 50), DA-343-I to DA-343-II; **Elmer Evasco** (Code 635), DP-0855-II to DP-0855-III; **Cathy Hahn** (Code 60), DA-0343-II to DA-0343-III; **David Jackson** (Code 532), DT-0856-III to DP-0856-III; **Michael Johnson** (Code 0F), DP-340-III to DP-340-IV; **Katherine Khalil** (Code 323), DP-1550-II to DP-1550-III; **Ira Killmon** (Code 335), DT-856-II to DT-856-III; **Charles**

Latham (Code 343), DP-855-II to DP-855-III; **Michael Lough** (Code 341), DT-0856-III to DP-0856-III; **Katherine McMakin** (Code 743), DP-1550-1 to DP-1550-II; **Larry Mixon** (Code 6222), DT-802-II to DT-802-III; **David Pierce** (Code 344), DT-856-II to DT-856-III; **Stephen Rogers** (Code 122), DA-0510-III to DP-0510-III; **Wendy Rufener** (Code 0F), DS-334-I to DS-334-II; **Esther Spell** (Code 623), DT-856-II to DT-1152-III; **Jerry Suggs** (Code 741), DT-0856-III to DP-0856-III; **Regina Swan** (Code 615), DA-346-I to DA-346-II; **Brenda Thomas** (Code 50B), DA-343-I to DA-343-II; **Keith Topping** (Code 633), DT-0856-I to DT-0856-II; **Vu Phan** (Code 50Y2), DP-855-II to DP-855-III; and **David Westbury** (Code 313), DT-0856-II to DT-0856-III.

Our deepest sympathy to

... **Steve Hefley** (Code 545) and **Lourie Warfield** (Code 122) whose father, Ernest Hefley, 74, a Charleston Naval Shipyard retiree, passed away on Jan. 5.

... **Pat Ancrum** (Code 1115) whose husband Daniel Ancrum Jr., 53, died unexpectedly on Jan. 3.

... **Tom Adams** (Code 50B) whose father passed away Jan. 12 in Charleston, W. Va.

Our hearts and prayers are with each of you and your families as you go through this sad time in your lives. May it help to know that others share in your sorrow.

NOTE: The column on the previous page was generated solely for the purpose of giving individuals an opportunity to say "Thank you" to co-workers who go the extra mile in their job. If you have dealings with co-workers who have gone above and beyond the call of duty to help you accomplish your task at hand, let them know how much you appreciate their efforts by saying, "Thank you!" in the next issue of The Chronicle. Send your "thanks" via e-mail to the editor at silversl@spawar.navy.mil.

Contracting teams — a **VITAL** link

By Terry Watkins
Head, Business Services Department

Contracts — a lifeline to meet the needs of our many sponsors. Today, we find ourselves leveraged at a ratio of five contractors for each Civil Service technical employee. While our employees perform the inherent governmental functions, the majority of our technical work is outsourced, and teamwork is mandatory to provide effective, ef-



Above, Code 1113. Front row (l-r) Donna Murphy, Penny Leya, Laverne Brown, Tracie Collins, and Carole Warrick. Back row: Linda Lunn, Nancy Gartner, Carolyn Nails, Paulette Dillard, Patricia Godwin, Evelyn White, and Kendra Blanks (not pictured, Addie McLaurin).



Above, Code 1115. Front row: Janet Shirey, Angela Carter, Doris Peeples and Jean Duncan. Back row: Donna Johnson, Nina Burgsteiner, Pat Ancrum, Isabell Dubose, Barbara Seltzer, Joanne While and Lisa Rosenbaum (not pictured: Brenda Yopp, Gloria Myers, Kathy Breitreutz, Louis Connor, Patti Starke, Richard Miller and Sherry Marince).

Right, Code 1116. Front row: Elaine Haslett, Adreina Bennett, Carol Walsh, Beverly Segars and Peggy McCracken. Back row: Nancy Alger, Janet Coleman, Judith Brooks, Cathy Walton, Frank Kmetz, Joanne Banks, Jackie Luna and April Miller (not pictured, Glenda Howell).



ficient service to our customers.

With our move into the new engineering center (bldg. 3147), we find ourselves surrounded by people we aren't accustomed to seeing. We were previously located in various labs, in the Summit building, at 4600 Goer Drive, or in Norfolk, Va., or St. Inigoes, Md. And, most of our large-purchase contracting folks were located in bldg. 198 at the former Charleston Naval Base.

The contracting teams provide

interface between our government employees and the many contractors. Due to the highly technical nature of our work, it is necessary to collocate the contracting teams with the technical employees they support. The contracting teams (Codes 1113, 1115, 1116, and 1117) moved from bldg. 198 to 3147. This proximity will improve communications between our technical and contracting employees allowing a better understanding of each other's needs and requirements.

But who are these people? We know them by name — we talk to them on the phone. But how do we place a face with a name? Pic-



Code 1117. Front row: Christine Johnson, Dee Cleaver, Pat Johnson and Carole Hitchings. Back row: Bill Tobin, Theresa Britton, Joyce Babson, Bill Thomas, Denise Simmons and George Giles (not pictured: Brenda Mitchum, Bonnie Perry, John Jeffries, Jack Thomas, Mae Bartley and Paula Somers).

tured on these pages are the individual contracting teams which support the technical departments — your teammates, an essential resource to get your job accomplished.

John Knight

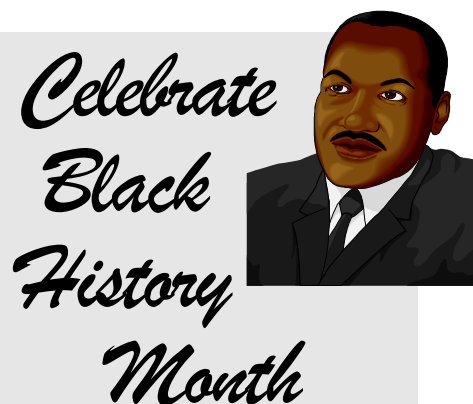
Continued from page 17

manner — once the clock is turned on, the racer, along with a pit man, has two minutes to launch the boat. Thirty seconds later, the race begins. The ideal place for your boat to be is just *behind* the start line, at full speed, when the clock expires. If your boat goes beyond the start line before the clock expires, *your* race doesn't begin until you've completed a whole lap and get back to the start line — you'll probably finish last if that happens. The first one to complete six laps is the winner for that heat. Each race has either three or four heats for each class of boats (monos against monos, and hydros against hydros). You are assigned points depending on what place you finish (assuming you finish). The combined points for each heat determine the winner.

You're probably wondering how

much this hobby costs. Well, that depends on the boat and radio you choose; and time, as little as two hours a week, or as much as you choose to tinker. As a low budget racer, with limited funds and no sponsor, I have had moderate success — in ten races, I have placed either 1st, 2nd or 3rd, winning plaques or trophies. We are amateurs. No money can change hands except for buying parts to fix broken engines. So why do we do it? For fun, recreation and competition — both a hobby and a sport.

Interested? I'm recruiting and would be happy to talk with you about my hobby. Local boat clubs are in Charleston, S.C., Chesapeake, Va., and Baltimore, Md., covering the major SPAWAR SystemsCharleston areas. The Charleston club races once each month and the Chesapeake club races twice each month, with the season running from April to October.



February was chosen in recognition of the birthdays of Abraham Lincoln, who, as president, signed the Emancipation Proclamation which ended slavery, and Frederick Douglass, an African-American abolitionist. In addition, the month commemorates the founding of the National Association for the Advancement of Colored People, which was organized in February 1909.

Training Notes:

1997 Fall Recruitment for SPAWAR Engineers

Recruitment is the lifeline for maintaining skilled engineers, and Corporate Learning is responsible for that function.

Last fall, several SPAWAR Systems Center Charleston engineers volunteered to recruit at colleges and universities across the southeast. **Kent Weikel** and **Paul Arrington** (Code 513) had successful recruiting trips to the Univ. of South Carolina, Clemson Univ., The Citadel, Univ. of Central Florida, Florida State Univ., and the Univ. of South Florida. Paul Arrington (Code 513) and Michael McBeth (Code 50Y) recruited at North Carolina State while Steve Burchette (Code 534) and Abraham Palihan (Code 534) represented SPAWAR Systems Center Charleston at Auburn and the Georgia Institute of Technology.

Each of these volunteer recruiters made valuable contacts, obtained resumes of interested students, and provided invaluable feedback that will benefit future recruitment efforts. Corporate Learning, along with our Human Resources Office, will host interviews with these students in the near future.

Student Career Experience Program

The hiring of student employees, or co-ops as they are commonly called, has proven to be both efficient and cost-effective. Last October, **Mike Kutch** (Code 732) and **David Hill** (a co-op student in Code 732) attended the Co-op Interview Days at Clemson Univ. Their positive feedback and suggestions are changing the way we approach the recruitment of co-op students.

Before we can make tentative job offers, the technical codes are urged to anticipate their future needs and submit a request for recruitment (Standard Form 52) to HRO. This will help the command effectively compete with large industries. Participation across the command during the interview process will provide a wealth of opportunity.

Clemson Univ. has another co-op interview program planned Feb. 24-27. Contact **Cindy Sims** in Corporate Learning (803-974-5051) if you are interested in participating.

Asbestos: The presence, location and quantity?

Asbestos is a fibrous mineral silicate which can be inhaled and/or ingested when released into the air if asbestos-containing materials are disturbed. If inhaled, these fibers can produce lung damage ranging from shortness of breath to lung cancer, usually after a long latency period (20-30 years after the first exposure). Smoking magnifies the adverse health effects.

Asbestos was used in building materials due to its high tensile strength, flexibility, heat and chemical resistance. Thermal system insulation (e.g., pipe lagging, pipe wrap insulation, block insulation, batt insulation, blanket insulation, cements and muds, gaskets, or ropes) is used to inhibit heat transfer or prevent condensation on pipes, boilers, tanks, ducts, heating, ventilation and air conditioning systems. Surfacing material (e.g., plaster, fireproofing insulation, thermal painted coatings, and fiber reinforced paints) has been used for acoustical, decorative or fire proofing purposes. Miscellaneous materials (e.g., electrical cable, floor tile, ceiling tile, roofing felt, concrete pipes, outdoor siding, indoor paneling, fabrics, brake shoes, and clutch plate linings) vary, but include other largely non-friable (unable to be crushed with hand pressure) products and materials.

Because building materials may or may not contain asbestos, all building materials used in buildings, facilities or vessels must be presumed to contain asbestos. All building materials used in SPAWAR Systems Center Charleston buildings and facilities must also be considered asbestos containing unless otherwise proven by sampling performed by licensed/qualified inspectors. All buildings have not been inspected to identify the presence, location and quantity of asbestos containing materials. Installed materials are not usually labeled for positive identification.

Federal Occupational Safety and Health, Environmental Protection Agency, naval, state and local regulations are enforced for protection and to prevent the uncontrolled disturbance and release of asbestos fibers. Prior to any renovation or demolition, asbestos inspections will be performed by fully qualified, properly equipped personnel. You are urged to report any damage or uncontrolled disturbances of these materials by calling facilities (803-974-4010) or the safety office (803-974-4008) — your team experts on asbestos related issues.

263 years of experience *lost* as *eight* retire

Over the past few months, eight people crossed a milestone in their lives. They embarked on their journey into the retirement years. Their knowledge and expertise will surely be missed throughout the command. But most of all, we will miss their presence — the daily contact we had with them and the valuable contributions they made to SPAWAR Systems Center Charleston and to our country.

L. C. Fox, an administrative specialist (DA-346-III) in the Program Management Branch (Code 331), retired Aug. 1, 1997, after devoting 43 years and eight months of service to the U.S. government. L.C. began his federal service in 1968 when he joined the military. He came to the predecessor of SPAWAR Systems Center Charleston in 1985. L.C. lives in Summerville, S.C.

Dennis Gilbert Dorn, a technical specialist (DP-1670-III) stationed in Rota, Spain, with the Shore Exploitation Systems Engineering Support Branch (Code 716), retired Sept. 12, 1997, after serving our country for 33 years and 10 months. Dennis began his federal service in 1968 and spent four and a half years in the military. He joined SPAWAR Systems Center Charleston's predecessor in 1990. Dennis now lives in West Mystic, Conn.

Fred Erwin Stewart, a technician (DT-856-III) stationed in Edzell, Scotland, retired Oct. 3, 1997, after serving the U.S. government for 37 years and 10 months. He was part of the Shore Direction Finding Systems Branch (Code 715). Fred joined the military in 1978 and served on active duty for nearly 19 years. He makes his home in Angus, Scotland.

Stanley F. Overbaugh, an engineer (DP-855-III) in the Radio Frequency Communications Systems Engineering Branch (Code 314), retired Oct. 3, 1997, after devoting 35 years and 10 months to the U.S. government. Stan joined the military in 1965. He came to SPAWAR Systems Center Charleston's predecessor in 1981. Stan lives in Ladson, S.C.

David Wayne Donovan, a technician (DT-802-

III) in the Physical Plant Service Office (Code 0A3), retired Oct. 31, 1997, after serving the U.S. government for 28 years. David began his federal service when he joined the military in 1961. He came to SPAWAR Systems Center Charleston's predecessor in 1984.

Dorothy Crout Farley, a technician (DT-856-III) in the Special Exploitation Systems Branch (Code 713), retired Dec. 1, 1997, after devoting 30 years and four months to the U.S. government. Dorothy began her federal service in 1967 at SPAWAR Systems Center Charleston's predecessor. She resides in Mt. Pleasant, S.C.

Ramiro Alfonso Montalvo, an engineer in the Certification, Test and Evaluation Branch (Code 723), retired Jan. 2, 1998, after serving the U.S. government for 23 years and 11 months. Ramiro joined the military in 1976. After serving on active duty for two years and 11 months, he began his civil service career at SPAWAR Systems Center Charleston's predecessor. He resides in Mt. Pleasant, S.C.

Michael Reich, a manager (DP-855-IV) and head of the Command and Control Systems Dept. (Code 60), retired Jan. 3, 1998, after devoting 29 years and 10 months of service to the U.S. government. Mike began his federal service in 1971 at the former Naval Electronic Systems Engineering Activity, St. Inigoes, Md., one of the predecessors of SPAWAR Systems Center Charleston. Prior to the 1994 consolidation of the four east coast engineering centers, Mike served as the executive director of NAVELEX Charleston. He resides in Charleston, S.C.

To each of you we say thank you for a job well done. You have served your country well. While the loss of your experience and your individual abilities will surely be felt throughout the Navy community, your long years of service to the fleet and to the U.S. government have truly earned you this retirement. Fair winds and following seas.

Editorial

Dear Readers,

Happy New Year! It's been a while since our last edition of *The Chronicle*, and so much has happened. Where do I begin?

The biggest events were the move into the new engineering center, our name change, and the ribbon cutting ceremony. Also, the merger of Codes 0A and 0B — something many of you may not yet be aware of. The functions of Corporate Communications have consolidated under the Chief of Staff. The newspaper is now in Code 0A6, Command Information.

Then, I traded in my Mac for a new-fangled PC so I could be a little more user-friendly with the rest of you. That took some time transferring all my stuff and getting use to the new machine. But I think I've finally gotten the hang of it.

And, of course, let's not forget the holidays. Whether you celebrated Christmas, Hanukah, Kwanzaa, or Ramadan, I hope your celebrations were full of joy and that you are now refreshed and ready for the new year ahead.

The ribbon cutting ceremony on Jan. 6, along with the displays, the briefs, and the demonstrations in

our C4ISR command lab were all an excellent introduction to what the future holds for us in 1998 and beyond.

Now that most of the excitement is over and we are all settled in to our new surroundings, let us get down to the business at hand — ensuring the fleet maintains battlespace dominance; and keeping our employees, customers, contractors, sponsors, retirees, etc., up to date on what's happening throughout our command.

I'm happy to say that along with this new year, we once again begin publication of *The Chronicle*. But I need your help in keeping up with what's happening around the command. Give me a call (803-974-4021) or send me an e-mail (silversl@spawar.navy.mil) whenever there's a newsworthy event coming up in your area of expertise. Working on an interesting project? Let's tell the world about it. Remember, *The Chronicle* is a terrific marketing tool.

A very happy and prosperous new year to each and every one of you!

—Lynda

Commentary

Who am I?

By Vicky Pearson

Corporate Information Management Division, Code 091

I was asked recently "Who are you at SPAWAR Systems Center Charleston?" After some thought, this is who I decided I am....As an intern, rotating throughout the command from 1994 to '96 offered opportunities to understand the financial operation of the command and the business perspective. After completing assignments in the Business Dept., I felt competent, but underestimated the importance of integrating certain principles in my work: realizing the significance of customer service, teamwork, and the relationship between the support and technical departments. While I was conscious of these philosophies, I was not consistently practicing these ideals.

When the opportunity to work in a technical branch came, I was thrilled. The possibility of gaining a different perspective from a technical standpoint definitely attracted me. Little did I know that I would be

learning about customer service and teamwork too. This work assignment provided an appreciation for customer service, teamwork, and the relationship between the administrative and technical departments. It will further support me in my current position as a management analyst for the Corporate Information Management Systems (CIMS) Div. and foster a perceptive understanding of the division's purpose.

The association between the command's mission and my financial assignments was not apparent prior to my assignment in a technical branch. How could ensuring remote access to the management information system (MIS) be associated with performance on board naval ships worldwide? With many engineers and technicians on travel as much as 50 percent or more, remote access to financial data becomes undeniably important. They cannot be responsive in formulating future installations, resolving financial emergencies while on travel or at their desk, or maximizing the efficiency and effectiveness of limited resources without this availability.

The CIMS function is essential in executing the command's mission. Yet, without understanding the

technical departments' placement in the organization, its capacity to satisfy the command's mission, and the requirements to fulfill their objectives, administrative codes cannot effectively support our customers.

My assignment in the Joint Maritime Command Information Systems (JMCIS) Implementation Branch from July 1996 to Feb. 1997, instituted an awareness and appreciation for our technical repre-

***"How could ensuring
remote access to the MIS
be associated with
performance on board
naval ships worldwide?"***

sentatives' needs. As a management analyst, I must integrate this consciousness with my financial perspective to recommend how to apply limited resources to activities that will benefit and serve our customers.

Among the most significant benefits was gaining this perspective of customer service. This supplemented another leadership principle: relationships. The support CIMS provides to our technical representatives on the waterfront contributes considerably to the success or failure of a project, while potentially improving or damaging the fleet's perception of our ability to execute tasks. Providing a sophisticated information system that supports our naval forces may be critically suspended or handicapped if the voice and data communication mechanisms are inoperable for hours.

Without the appropriate direction from managers, installation on board ships may be incapacitated until the communication lines are operable again. Interestingly enough, that means that CIMS's step in resolving the functionality is crucial. This interdependence among the administrative and technical departments manifested itself to me in the daily transactions, communications, and relationships. A deeper insight of the command's mission and its relationship with the support personnel's tasking started to emerge.

Our customers' perception of the command may deteriorate if this partnership is not maintained. Fortunately, constant interaction with CIMS's customers will generate an insight into the types of

mechanisms they need to support their customers. I act as a liaison between CIMS and its customers to promote this understanding and supplement collection of financial data.

Working in a technical branch allowed me to conceptualize the entire process of providing an information system on board a ship, from procuring the materiel to installing and verifying the operability of the system. I finally realized how critical inputting a funding document in the MIS is or maintaining the financial database with accurate information.

My assignment in the JMCIS Implementation Branch yielded many benefits: realizing the importance of customer service, teamwork, and the relationship between the administrative and technical departments. Furthermore, this assignment heightened my awareness of CIMS' support capacity in the command and how critical this support is to the organization.

My recent assignment in the JMCIS Implementation Branch provided a detailed understanding of the technical codes' information technology-related needs and my role in this organization — the link between the CIMS Division's support services and the technical departments.

President's Day

February 16, 1997,

*celebrates the birthdays of George Washington
and Abraham Lincoln.*



*Washington, the first president of the
United States, born Feb. 22, 1732,
in westmoreland County, Va., served
in the Second Continental Congress.*

*Washington served two terms in the
nation's highest office before retiring to Mount
Vernon, where he died three years later on Dec.
14, 1799.*

*Abraham Lincoln was born on Feb. 12, 1809, in
Hardin County, Ky. He was elected President
of the U.S. in 1860. While in office, he led the
North in the Civil War and issued the
Emancipation Proclamation, which freed
the slaves within the Confederacy.*

*Lincoln was re-elected in 1864, but was
assassinated at Ford's Theatre in
Washington, D.C., on april 15,
1865.*





James Island Middle School students visit SPAWAR Systems Center Charleston to conduct a VTC conference with NASA researchers.

Students **'talk'** to NASA researchers

By: Dawn Carpenter
Corporate Information, Code 0A6

On Nov. 24, James Island Middle School students visited SPAWAR Systems Center Charleston and used the technological capabilities of video teleconferencing (VTC). The 40 students were participants in a program called KidSat — a program that enables students from selected schools across the nation access to a camera in a NASA shuttle's crew cabin via the Internet. Students then receive photos taken by the camera to study.

How did SPAWAR get involved with the KidSat program? Dan Williams, Code 544, became interested in the program last year when his daughter, Katie, was a

participant. "The students determine the longitude and latitude of the area they want photographed, as well as the exact time the shuttle flies over. The students use orbital updates, weather information and other data provided over the Internet to plan their project," Dan said. He thought it might be interesting for the students to talk to researchers at the NASA Space Center. So through his efforts, the arrangements were made.

The mission was to conduct a VTC with the NASA Research Center in Langley, Va. Dan said, "Video teleconferencing would introduce the students to high technology tools they will routinely use

when they enter the business world. I thought it reasonable to assume NASA would have the technology available and it would be easy and convenient for researchers to take a few minutes and talk to the students."

The students greeted SPAWAR Systems Center Charleston employees with smiles of gratitude and eagerness for the opportunity to ask questions to the researchers regarding their photos.

Gayle Rickett, Code 0914, helped to make the conference a huge success by coordinating the VTC, and the Engineering Support Facility (formerly called Module Maintenance Facility) helped to make their visit memorable.

NATO

Continued from page 7

ticipants in the VTC included CINCLANTFLT, *USS Mt. Whitney*, *USS Wasp* and *USS Eisenhower*. During the VTC, General Shallikashvili announced his replacement, General Henry Shelton, currently Commander U.S. Special Operations Command, was confirmed by the Senate. The change of command was Sept. 30.

Brenda Getsinger and Bill Mable (Code 742) were onboard *USS Eisenhower* to support ship's force and Commander, Carrier Group 4 (CCG4) staff with the CHOD VTC. *USS Eisenhower* received their VTC system in August 1997. In preparation for the CHOD VTC, the *Eisenhower's* system was expanded to include interfaces with the ship's site TV, internal audio system, and JMCIS system. PowerPoint briefing capability was also integrated into

the ship's configuration.

Brenda and Bill rode the ship from Norfolk and conducted several training classes while underway to familiarize ship's force with operation of the VTC and the new capabilities. According to Brenda, all of the preparation paid off. The CHOD VTC went smoothly and was declared a 100 percent success by all participants. The NATO CHOD members were impressed with the quality of the VTC, the apparent ease of operation by ship's force, and the potential for use by future Combined Joint Task Force Commands.

The Multimedia Systems Engineering Branch (Code 732) is SPAWAR's ISEA for all General Service VTC and Imagery, ISEA for the VIXS network and the single point of contact for all Navy VTC. Code 732 maintains an extensive VTC lab which provides customers with a fully functional test bed to conduct interoperability testing and Pre-Installation Test

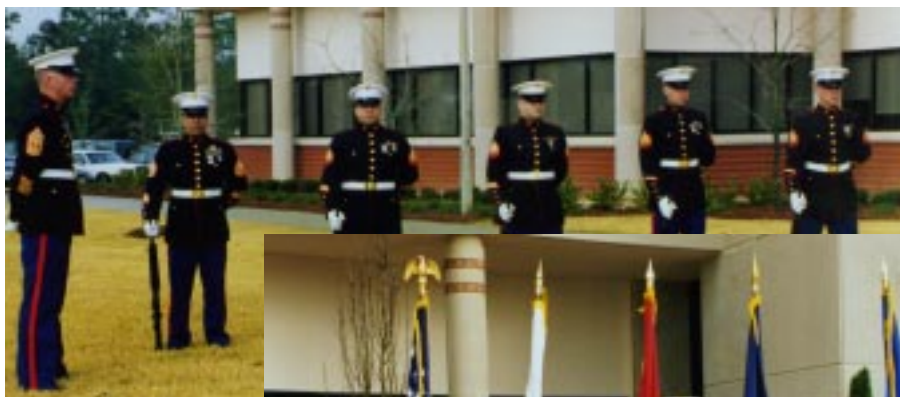
and Checkout on all systems prior to installation. The VTC Technical Assistance Center provides lifecycle support for customers, on-line diagnostics equipment and troubleshooting assistance, studio setup testing for priority conferences and configuration management.

In addition to the Navy, Code 732's VTC customers include the Nuclear Regulatory Commission; Program Executive Office, Space and Communications Systems; Defense Information Systems Agency; Defense Nuclear Facilities Safety Board; SPAWAR; and the 106th Signal Brigade, Panama. Code 732 branch head, Mike Kutch, designed the initial VIXS (formerly CNO VTC) network and has been integral in establishing SPAWAR Systems Center Charleston as the Navy's lead in VTC. Brenda has been involved with shipboard VTC since its deployment into the fleet in 1993.

On Jan. 6, the rain didn't dampen spirits as employees and guests gathered to witness a beautiful, impressive ribbon-cutting ceremony, steeped in Navy tradition. Speakers and guests were sheltered under tents, but the color guard and the interpreter braved the elements. (see additional photos on page 28)



Official scenes at the ribbon cutting ceremony on Jan. 6



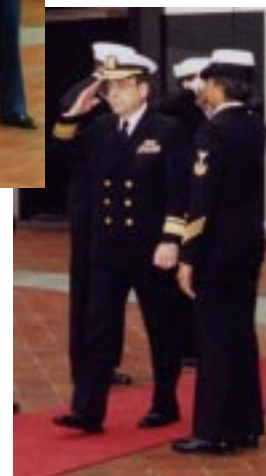
Top left, Inspector-Instructor Staff, Marines



Center left, Color Guard, Naval Consolidated Brig



Bottom left, Navy Band, Jacksonville



Below, Rear Adm. George F. A. Wagner, Commander, SPAWAR

THE CHRONICLE

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Our Mission is to provide electronics material support: Conduct engineering studies, analyses, design and test support; install, upgrade, modify, restore, and remove hardware and software; develop logistics requirements and plans; support and execute programs and projects; and develop training requirements, plans, and materials.

Our Vision for the future is to be the activity of choice by our customers, the innovator of new technologies and systems, an ambassador and business partner in the community, the leader in electronic engineering facilities, the provider of a safe and nurturing work place, and the premier organization for new business strategies.

Commanding Officer, Capt. Ronald L. Polkowsky, USN
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